
APPENDIX A

LEGISLATIVE FRAMEWORK

- The Midway/Pacific Highway Corridor Community Plan was developed within the context of a legislative framework existing on federal, state and local levels. Among the more important levels of influence are:
- Section 65450 of the Government Code of the state of California (state Planning and Zoning Act) which gives authority for the preparation of the community plan and specifies the elements which must appear in each plan. It also provides means for adopting and administering these plans.
- Government Code Chapter 4.3 requires that local governments and agencies provide incentives to developers to include affordable units in housing projects. The City has adopted an ordinance which establishes an Affordable Housing Density Bonus that provides for an increase in density in a given zone to be granted for projects in which a portion of the total housing units are for low or moderate-income persons.
- The California Environmental Quality Act of 1970 (CEQA), as amended, requires that environmental documents be prepared for all community plans. Separate, detailed environmental impact reports are also required for all projects which may adversely affect the environment, including actions related to implementing this Plan.
- The Regional Air Quality Strategy (RAQ) was developed in 1977 to achieve a level of air quality in the San Diego Air Basin that would meet federal air quality standards set forth in the National Clean Air Act. A major recommendation pertinent to this planning effort is to include air quality considerations in all land use and transportation plans.
- The California Coastal Act of 1976 mandates that all designated coastal areas develop a Local Coastal Plan which is consistent with state-wide goals and objectives. The City of San Diego Centre City/Pacific Highway Corridor Local Coastal Land Use Plan, with revisions, was adopted by the City Council in March of 1987 and certified by the California Coastal Commission on January 13, 1988. The plan provides specific guidelines for the redevelopment of that area of the community which lies within the coastal zone boundary.
- The citywide zoning and subdivision ordinances which regulate the development and subdivision of land in the City.
- Section 101.0445 of the City's Municipal Code which provides procedures for inter-jurisdictional notification prior to the issuance of a building permit within the Airport Approach Overlay Zone.
- In addition to legislation and ordinances, the City Council has adopted a number of policies to serve as guidelines in the decision-making process. Many of the policies relate directly to planning issues and should be used in implementing Plan recommendations.
- The General Plan establishes citywide goals, guidelines, standards and recommendations which serve as the basis for the goals, objectives and recommendations of the Plan.

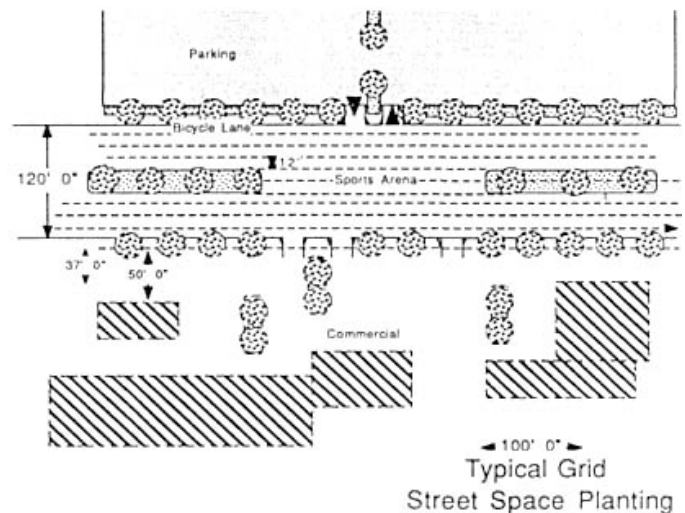
APPENDIX B

LANDSCAPE RECOMMENDATIONS

Street	Tree	Pattern	Sidewalk	Bikeway
Sports Arena Boulevard	Eucalyptus/Sycamore/Holly Oak	Linear/Clusters Parkway and Medians Landscaped	5.5 ft. Contiguous	Class II
Midway Drive	Washington Robusta	Linear/Clusters Parkway and Medians Landscaped	5.0 ft. Noncontiguous	N/A
Rosecrans Street	Queen Palms/King Palms/Arizona Ash	Linear 1.0 ft. Parkway or Tree Grates Median Landscaped	5.5 ft. Noncontiguous 5.5 ft. Contiguous	Class II
Lytton Street	Sumac/Flame/Goldenrain	Grates or Planter Boxes	Variable Contiguous	Class III
Pacific Highway	King Palms/ Queen Palms/ Date Palms/Eucalyptus	Parkway or Grates Landscaped Medians In Dense Clusters	6.0 – 8.0 ft. Noncontiguous	Class II
Kettner Boulevard	King Palms/ Queen Palms	5.0 ft. Parkway	Variable Contiguous	Class III
Laurel Street	Jacaranda	Tree Grates or Parkway	Variable Contiguous	Class III
Camino del Rio	Sumac/Flame/ Goldenrain	Linear Tree Grates or Planters Landscaped Medians	Yes	N/A
Canal	Gold Medallion Jacaranda	Linear		

SPORTS ARENA BOULEVARD

As provided in the Sports Arena Master Landscape Plan: eucalyptus trees will be planted in a ten-foot-wide parkway along the street frontage 25 feet on center. Additional projects along this street should use a linear or clustered tree pattern. Recommended trees are eucalyptus (melliodora), sycamore and holly oak. Medians should also be landscaped with a combination of trees, groundcover and low shrubs.

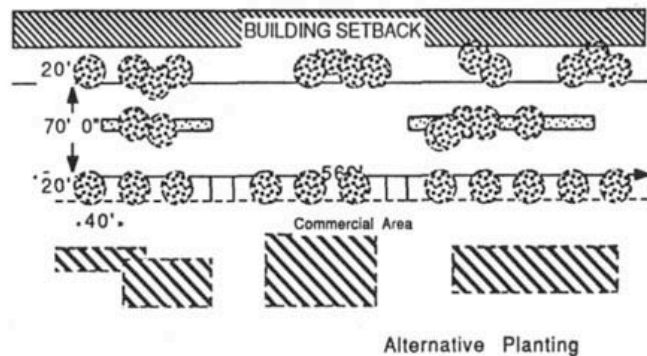
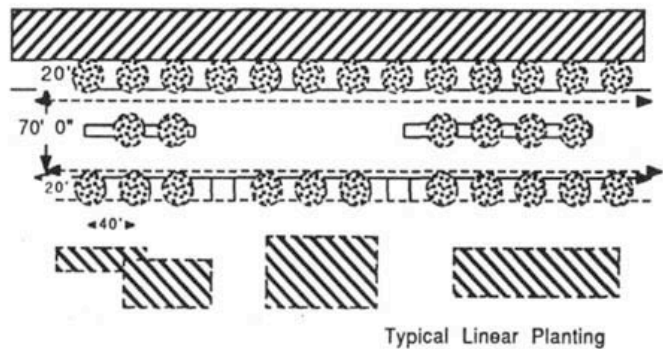
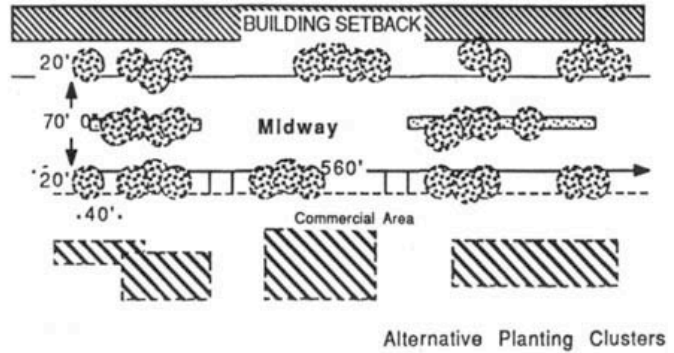


CAMINO DEL RIO WEST

Sumac (cotinus, galabra or typhina), flame trees, or goldenrain trees should be planted in tree grates or planters in a linear pattern at least 30 feet on center. Plaza treatment of walkway should encourage pedestrian activity. Medians should be landscaped with low shrubs and groundcover.

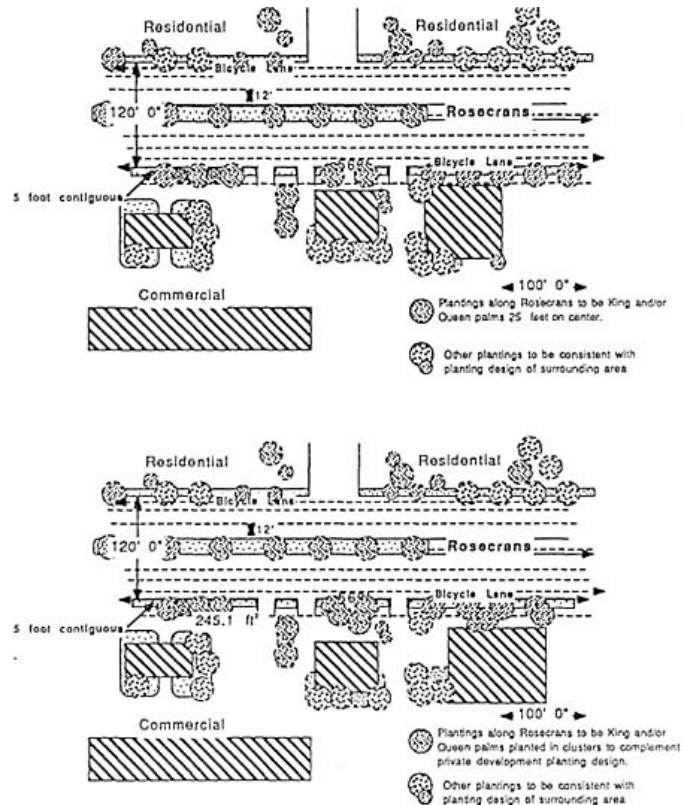
MIDWAY DRIVE

Mexican fan palms (Washingtonia robusta) should be planted in either a linear or clustered pattern at a frequency equal to 25 feet on center in a noncontiguous five-foot parkway. Medians should also be landscaped with low shrubs or a combination of shrubs and decorative hardscape.



ROSECRANS STREET

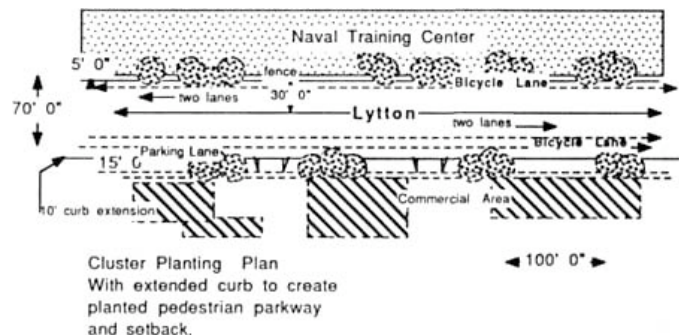
King or Queen palms should be planted in expandable opening tree grates, 25 feet on center when in a contiguous sidewalk pattern. Trees should be planted in a linear pattern along the street frontage. An alternative pattern would provide additional tree clusters set further back on the lot as long as the overall pattern contributes to the creation of a linear boulevard affect. Medians should be landscaped with low-lying shrubs or trees or a combination of shrubs, trees, and decorative paving.



ALTERNATIVE PATTERNS

LYTTON STREET

Sumac (cotinus, galabra or typhina), flame trees or goldenrain trees should be planted in tree grates or planter boxes at approximately 25-foot intervals. The west side of street should be red-lined to prevent parking and curb on south side should be extended to provide pedestrian walkway and planting area.

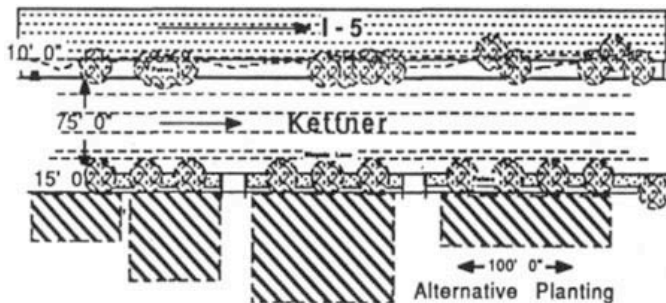
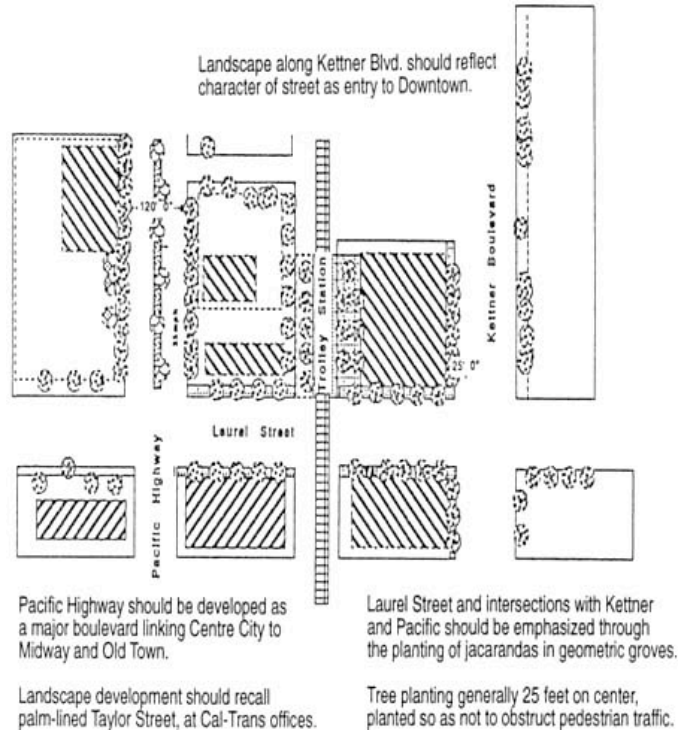


PACIFIC HIGHWAY

King, Queen or date palms should be planted in either a five to ten-foot noncontiguous parkway or in expandable opening tree grates within a contiguous sidewalk at approximately 20 to 25 feet on center. Clusters of palms in landscaped medians should be provided near the intersections of Laurel Street, Taylor Street, and at several intermediary locations along Pacific Highway.

LAUREL STREET

Jacaranda trees should be planted in either tree grates, planter boxes, or parkway 20 to 25 feet on center. Landscaping should reinforce the entryway to the airport, bayfront, and downtown areas, and continue the existing tree theme along Laurel Street.



KETTNER BOULEVARD

King or Queen Palms should be planted in a five-foot parkway to be located between the sidewalk and the curb at least 25 feet on center. The east-side curb should be extended to provide boulevard planting from Palm Street to Laurel Street.

